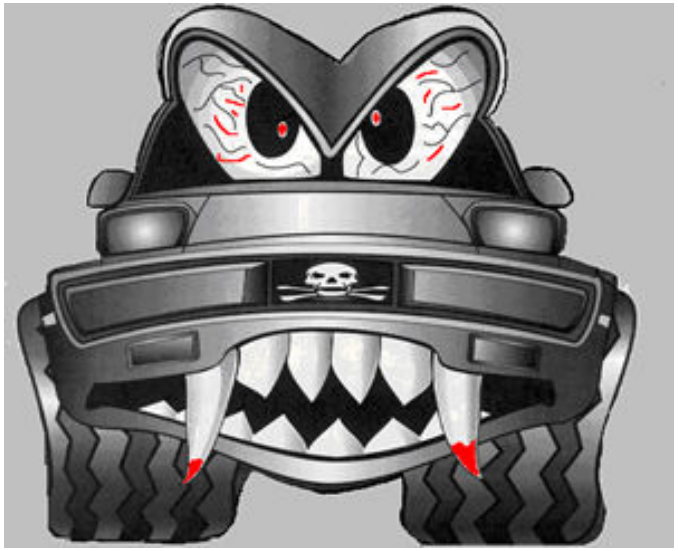
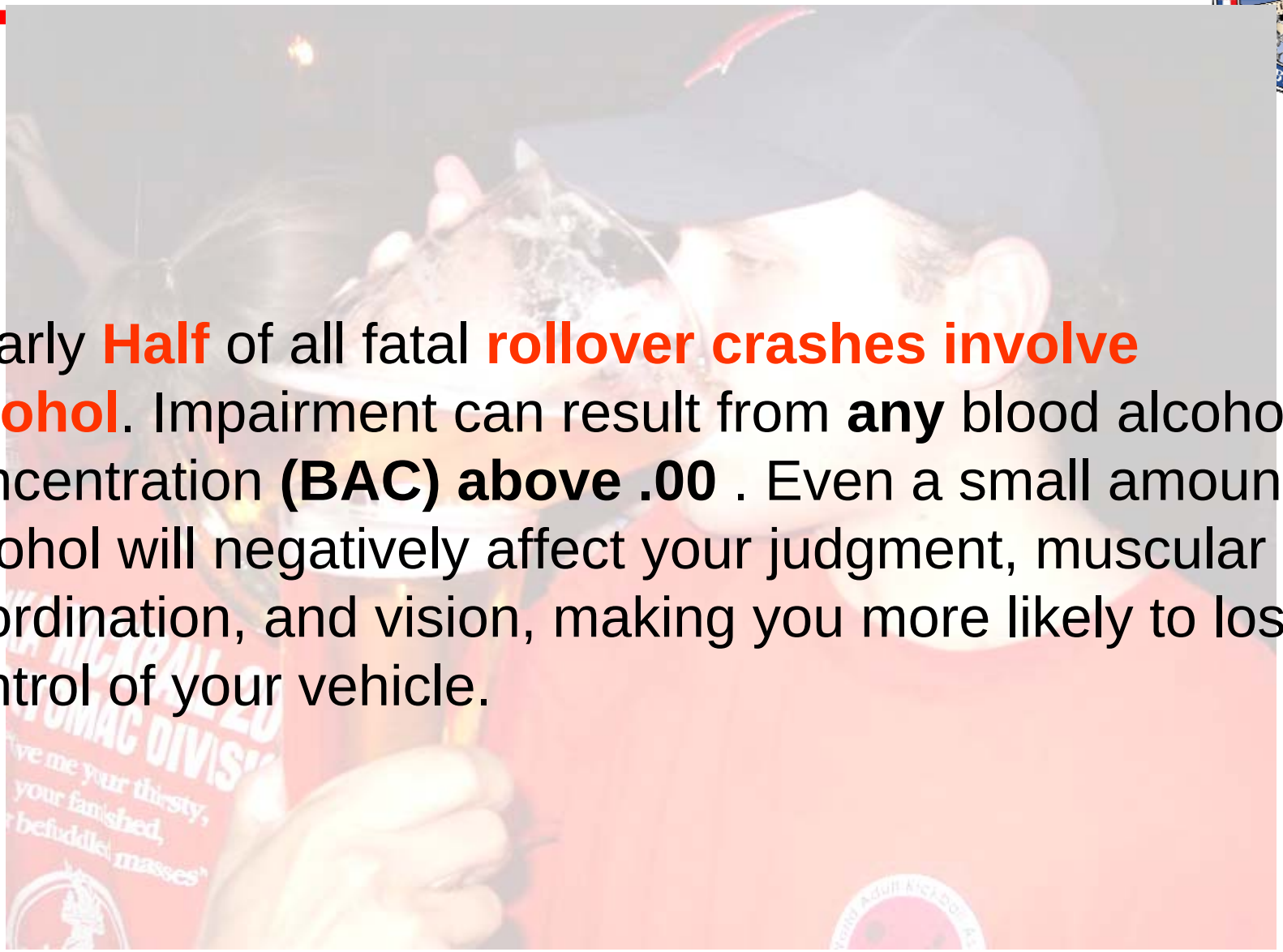
Driver's Behavior - Speed



Fatal rollover crashes are **speed-related** more often than fatal non-rollover crashes. Some **40%** of fatal rollover crashes involved **excessive speeding** . Additionally, **nearly ¾** of fatal rollovers took place where the posted **speed limit was 90 km per hour or higher.**

Driver's Behavior - Alcohol



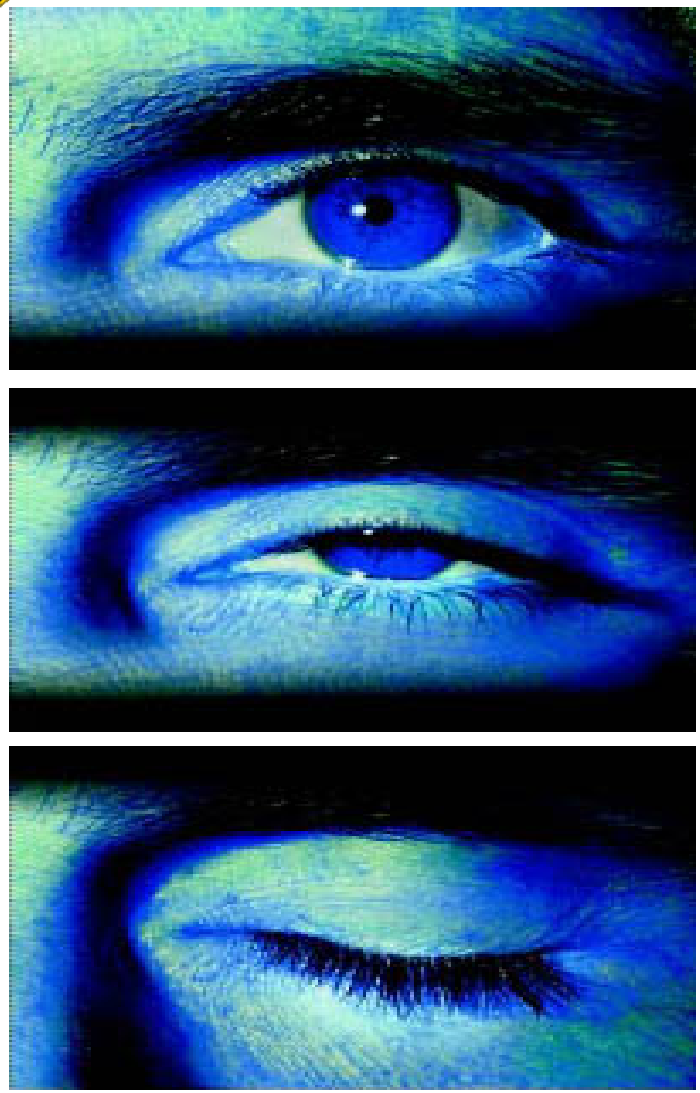
Nearly **Half** of all fatal **rollover crashes involve alcohol**. Impairment can result from **any** blood alcohol concentration **(BAC) above .00** . Even a small amount of alcohol will negatively affect your judgment, muscular coordination, and vision, making you more likely to lose control of your vehicle.

Driver’s Behavior - Inattentiveness

Distraction happens when a driver is slow to recognize a potential hazard because something inside or outside the vehicle draws the driver’s attention away from the road.

This can contribute to unexpected changes in the orientation of the vehicle

Driver's Behavior - Fatigue



Driving Drowsy---

A tired driver can doze off and lose control.

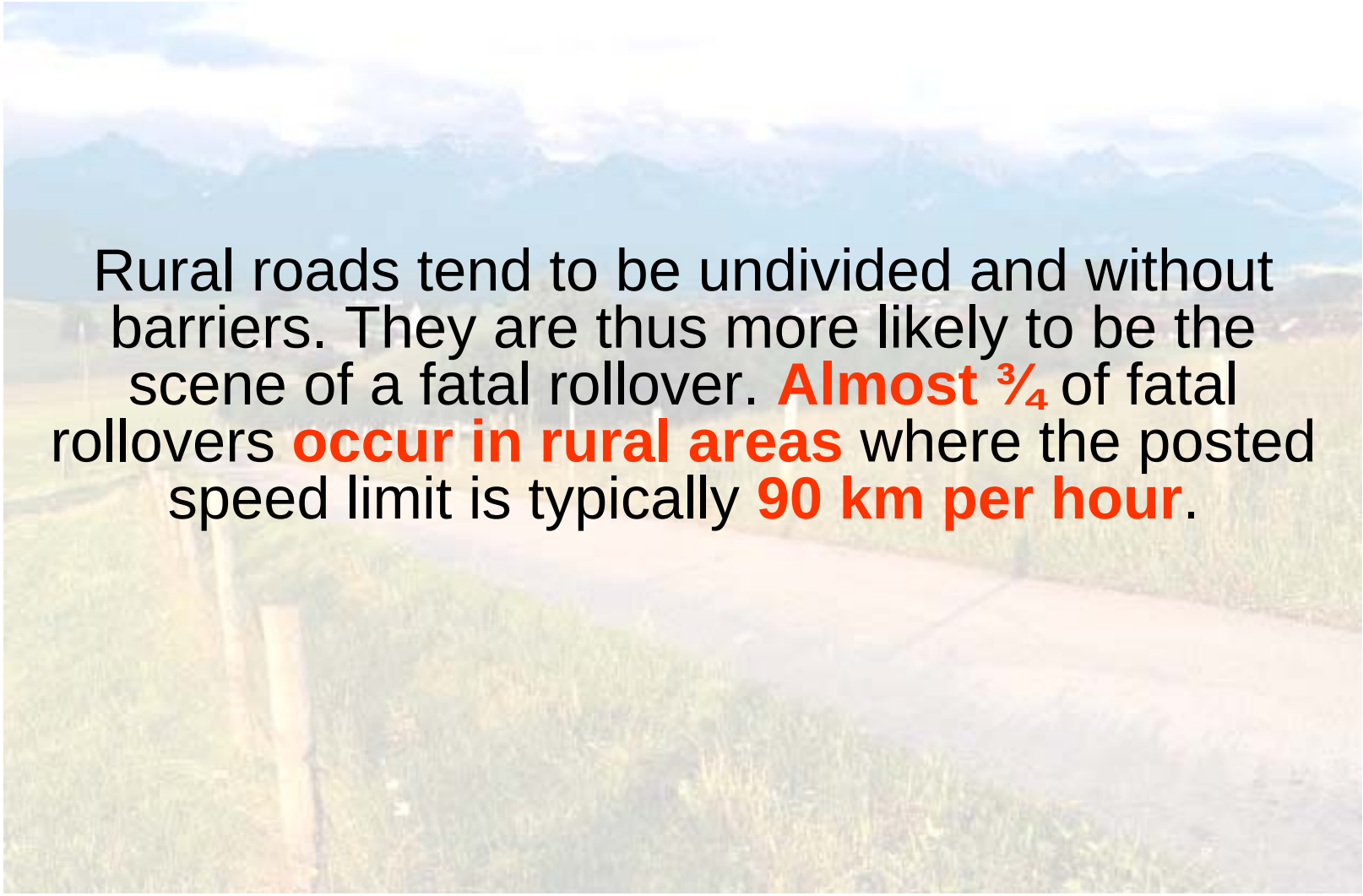
is a FATAL mistake!

Driver's Behavior - Panic

Avoid Panic-like Steering

Many **rollovers** occur when **drivers overcorrect their steering as a panic reaction** to an emergency—or even to a wheel going off the pavement's edge. At highway speeds, overcorrecting or excessive steering can cause the driver to **lose control**, which can force the vehicle to slide sideways and roll over.

Location



Rural roads tend to be undivided and without barriers. They are thus more likely to be the scene of a fatal rollover. **Almost ¾** of fatal rollovers **occur in rural areas** where the posted speed limit is typically **90 km per hour**.

Routine Driving

NHTSA data also suggest that over **90%** of the vehicles in fatal, single-vehicle rollover crashes were involved in **routine driving** maneuvers (going straight or negotiating a curve) at the time of the crash. This further suggests that **driver behavior** (distraction, inattentiveness, speeding, and impaired driving) **plays a significant role** in rollover crashes.

Location

Rollovers occur in one of two ways: tripped or un-tripped

NHTSA data show that **95%** of single-vehicle rollovers are **tripped**. This happens when a **vehicle leaves the roadway and slides sideways**, digging its tires into soft soil or striking an object such as a curb or guardrail. The high tripping force applied to the tires in these situations can cause the vehicle to roll over

Soft shoulder

Accotement non stabilise

Zachte berm

Un-tripped rollovers are less common than tripped rollovers, occurring less than 5% of the time, and mostly to **top-heavy vehicles**. Instead of an object serving as a tripping mechanism, un-tripped rollovers usually occur during high-speed collision avoidance maneuvers.